

**DATE:** March 27, 2025  
**TO:** Tracy Zinn, T&B Planning, Inc.  
**FROM:** Alex So, Urban Crossroads, Inc.  
**JOB NO:** 15763-01 VMT

## **701 S. MYRTLE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

Urban Crossroads, Inc. has completed a Vehicle Miles Traveled (VMT) Screening Evaluation for the 701 S. Myrtle (**Project**) located in the City of Monrovia, California.

### **PROJECT OVERVIEW**

It is our understanding that the Project requires demolition of 25,191 square feet (sf) of general commercial use to allow for the construction of one new five-story podium-style building on the 1.6-acre Project site, consisting of 204 multifamily residential units and 1.5 subterranean parking levels. The Project includes 7,622 sf of non-residential ground floor space, which includes 2,370 sf of commercial retail uses, a 2,782-sf fitness room, 1,080 sf of leasing office space, and a residential lobby and mail room comprising 1,390 sf. Development of the site also includes 19,205 sf of common use and open space areas for socializing and recreation including but not limited to a swimming pool on the podium level and a 2,537-sf rooftop clubhouse. Additionally, select units will be equipped with private open space areas, such as decks or balconies. A dog park will be located on the ground floor just outside the western end of the building. The Project is anticipated to have an Opening Year of 2027. A site plan for the Project can be found in Attachment A.

Resident and visitor vehicle entry to the Project's ground floor and subterranean parking levels would be provided by one driveway located on the north side of the Project site with a proposed driveway along West Olive Avenue. A total of 323 parking spaces are planned inside the building and 6 spaces are planned in the alley south of the building, for a total of 329 proposed parking spaces. The parking spaces would be allocated as follows: 255 spaces for residents, 50 spaces for guests, 6 spaces for the leasing office, and 12 spaces for the ground floor commercial uses. Each residential unit would have designated parking.

## BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Monrovia adopted their Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020) (1) (**City Guidelines**). The VMT screening evaluation presented in this memorandum has been developed based on the adopted City Guidelines.

## VMT SCREENING

The City's Guidelines list standardized VMT screening methods that can be used to identify when a proposed land use project is anticipated to result in a less than significant VMT impact thereby eliminating the need to conduct a model based VMT analysis. The City Guidelines note that the City of Monrovia utilizes the San Gabriel Valley Council of Governments (**SGVCOG**) VMT Tool (**Screening Tool**) for purposes of screening. The SGVCOG VMT Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the San Gabriel Valley and calculating VMT reductions associated with certain VMT-reducing measures. The City of Monrovia VMT screening methods are listed below, and a land use project need only to meet one of the screening criteria to result in a less than significant impact:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening steps to result in a less than significant impact.

### **STEP 1: TPA SCREENING**

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or

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<sup>1</sup> Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

<sup>2</sup> Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Screening Tool identifies the Project as being within a TPA (see Attachment B). The Project will be served by Foothill Transit Line 270; however, since Line 270 has headways greater than 15 minutes during peak commute periods (see Attachment C), the Project does not qualify as being located in a TPA.

**TPA screening criteria is not met.**

### **STEP 2: LOW VMT AREA SCREENING**

As noted in the City Guidelines, residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT. The Screening Tool uses the sub-regional Southern California Association of Governments (SCAG) travel forecasting model to measure VMT performance in individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, was input into the Screening Tool to determine the TAZ's VMT as compared to the Citywide average. The parcels containing the proposed Project were selected and the Screening Tool was run for VMT per capita (i.e., population) measure of VMT. Based on the Screening Tool results presented in Attachment B, the Project is located within an already low VMT generating TAZ.

**Low VMT Area screening criteria is met.**

### **CONCLUSION**

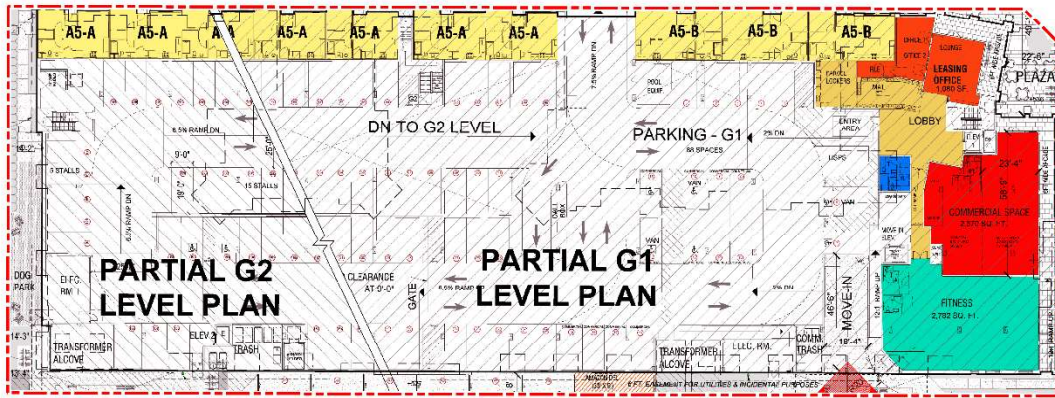
Based on our review of applicable VMT screening thresholds, the Project meets Step 2: Low VMT area screening. The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

## REFERENCES

1. **City of Monrovia.** *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. September 2020.

**ATTACHMENT A**  
**SITE PLAN**



**ATTACHMENT B**  
**SGVCOG SCREENING TOOL RESULTS**

## Project Details

Timestamp of Analysis March 27, 2025, 05:11:00 PM

Project Name 701 S. Myrtle

Project Description 204 multifamily residential units and two subterranean parking levels

## Proximity Transit Screening

Inside a transit priority area?

Yes

## Project Location Map

jurisdiction:  
Monrovia

APN	TAZ
8516033034	22249300
8516033033	22249300
8516033031	22249300
8516033030	22249300
8516033035	22249300
8516033020	22249300
8516033038	22249300
8516033037	22249300
8516033013	22249300



## Analysis Details

Data Version SCAG Regional Travel Demand Model 2024

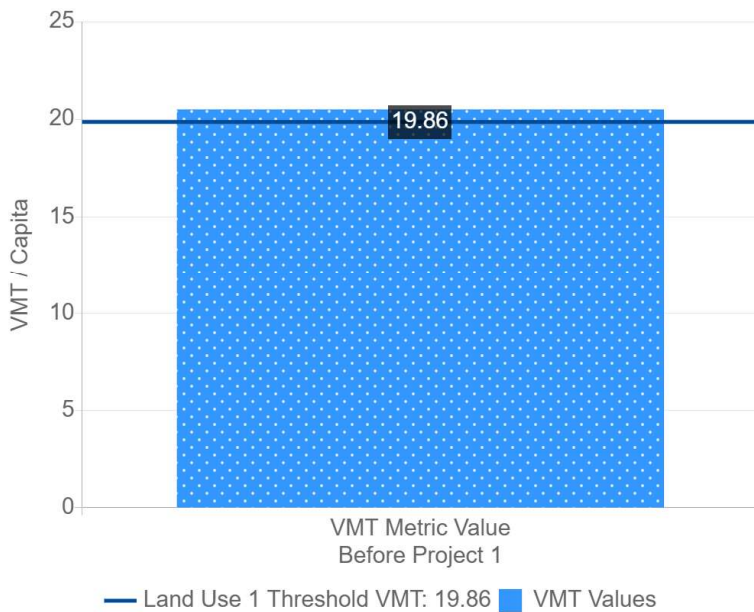
Analysis Methodology TAZ

Target Baseline Year 2024

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	Northwest
VMT Baseline Value	23.37
VMT Threshold Description / Threshold Value	-15% / 19.86

<b>Summary</b>	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	20.50
Screening Results	Yes (Pass)



**ATTACHMENT C**  
**FOOTHILL TRANSIT LINE 270 SCHEDULE**



**NORTHBOUND/EN DIRECCIÓN NORTE**

**EL MONTE TO MONROVIA  
EL MONTE HACIA MONROVIA**

**WEEKDAY  
ENTRE SEMANA**

El Monte Station	Peck Rd. & Ramona Blvd.	Peck Rd. & Live Oak Ave.	Huntington Dr. & Myrtle Ave.	Arcadia Station
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
4:48	4:56	5:03	5:13	5:33
5:48	5:58	6:07	6:17	6:37
6:48	6:58	7:07	7:17	7:37
7:48	7:59	8:08	8:18	8:38
8:48	8:59	9:08	9:18	9:38
9:48	9:59	10:08	10:18	10:38
10:48	11:00	11:10	11:20	11:40
11:48	<b>12:00</b>	<b>12:10</b>	<b>12:20</b>	<b>12:40</b>
<b>12:48</b>	<b>1:00</b>	<b>1:10</b>	<b>1:20</b>	<b>1:40</b>
<b>1:48</b>	<b>2:00</b>	<b>2:10</b>	<b>2:20</b>	<b>2:40</b>
<b>2:48</b>	<b>3:00</b>	<b>3:10</b>	<b>3:20</b>	<b>3:40</b>
<b>3:48</b>	<b>4:01</b>	<b>4:11</b>	<b>4:21</b>	<b>4:41</b>
<b>4:48</b>	<b>5:01</b>	<b>5:11</b>	<b>5:21</b>	<b>5:41</b>
<b>5:48</b>	<b>6:01</b>	<b>6:11</b>	<b>6:21</b>	<b>6:41</b>
<b>6:48</b>	<b>7:00</b>	<b>7:08</b>	<b>7:18</b>	<b>7:38</b>
<b>7:48</b>	<b>8:00</b>	<b>8:08</b>	<b>8:18</b>	<b>8:38</b>
<b>8:48</b>	<b>9:00</b>	<b>9:08</b>	<b>9:18</b>	<b>9:38</b>

**WEEKEND/HOLIDAY  
FIN DE SEMANA Y DÍA FESTIVO**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
5:48	5:57	6:03	6:07	6:27
6:48	6:57	7:03	7:07	7:27
7:48	7:57	8:04	8:08	8:28
8:48	8:57	9:04	9:08	9:28
9:48	9:57	10:04	10:08	10:28
10:48	10:59	11:08	11:12	11:32
11:48	11:59	<b>12:08</b>	<b>12:12</b>	<b>12:32</b>
<b>12:48</b>	<b>12:59</b>	<b>1:08</b>	<b>1:12</b>	<b>1:32</b>
<b>1:48</b>	<b>1:59</b>	<b>2:08</b>	<b>2:12</b>	<b>2:32</b>
<b>2:48</b>	<b>2:56</b>	<b>3:05</b>	<b>3:09</b>	<b>3:29</b>
<b>3:48</b>	<b>3:56</b>	<b>4:05</b>	<b>4:09</b>	<b>4:29</b>
<b>4:48</b>	<b>4:56</b>	<b>5:04</b>	<b>5:08</b>	<b>5:28</b>
<b>5:48</b>	<b>5:56</b>	<b>6:04</b>	<b>6:08</b>	<b>6:28</b>
<b>6:48</b>	<b>6:56</b>	<b>7:04</b>	<b>7:08</b>	<b>7:28</b>

LIGHT TYPE = AM  
BOLD TYPE = PM

**SOUTHBOUND/EN DIRECCIÓN SUR**

**MONROVIA TO EL MONTE  
MONROVIA HACIA EL MONTE**

**WEEKDAY  
ENTRE SEMANA**

Arcadia Station	Huntington Dr. & Myrtle Ave.	Peck Rd. & Live Oak Ave.	Peck Rd. & Ramona Blvd.	El Monte Station
<b>E</b>	<b>D</b>	<b>C</b>	<b>B</b>	<b>A</b>
4:50	5:05	5:13	5:22	5:30
5:50	6:05	6:16	6:26	6:35
6:50	7:05	7:16	7:26	7:35
7:50	8:05	8:16	8:26	8:38
8:50	9:05	9:16	9:26	9:38
9:50	10:05	10:16	10:26	10:38
10:50	11:05	11:16	11:26	11:38
11:50	<b>12:05</b>	<b>12:16</b>	<b>12:26</b>	<b>12:39</b>
<b>12:50</b>	<b>1:05</b>	<b>1:16</b>	<b>1:26</b>	<b>1:39</b>
<b>1:50</b>	<b>2:05</b>	<b>2:16</b>	<b>2:26</b>	<b>2:39</b>
<b>2:50</b>	<b>3:05</b>	<b>3:16</b>	<b>3:26</b>	<b>3:39</b>
<b>3:50</b>	<b>4:05</b>	<b>4:17</b>	<b>4:27</b>	<b>4:38</b>
<b>4:50</b>	<b>5:05</b>	<b>5:17</b>	<b>5:27</b>	<b>5:38</b>
<b>5:50</b>	<b>6:05</b>	<b>6:17</b>	<b>6:27</b>	<b>6:38</b>
<b>6:50</b>	<b>7:05</b>	<b>7:17</b>	<b>7:27</b>	<b>7:36</b>
<b>7:50</b>	<b>8:05</b>	<b>8:17</b>	<b>8:27</b>	<b>8:36</b>

**WEEKEND/HOLIDAY  
FIN DE SEMANA Y DÍA FESTIVO**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
6:50	7:03	7:10	7:20	7:29
7:50	8:03	8:10	8:20	8:29
8:50	9:03	9:11	9:21	9:31
9:50	10:03	10:11	10:21	10:31
10:50	11:03	11:11	11:21	11:31
11:50	<b>12:03</b>	<b>12:12</b>	<b>12:22</b>	<b>12:33</b>
<b>12:50</b>	<b>1:03</b>	<b>1:12</b>	<b>1:22</b>	<b>1:33</b>
<b>1:50</b>	<b>2:03</b>	<b>2:12</b>	<b>2:22</b>	<b>2:33</b>
<b>2:50</b>	<b>3:03</b>	<b>3:12</b>	<b>3:22</b>	<b>3:33</b>
<b>3:50</b>	<b>4:03</b>	<b>4:12</b>	<b>4:20</b>	<b>4:30</b>
<b>4:50</b>	<b>5:03</b>	<b>5:12</b>	<b>5:20</b>	<b>5:30</b>
<b>5:50</b>	<b>6:03</b>	<b>6:12</b>	<b>6:20</b>	<b>6:30</b>